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**(54) Electric stepper motor**

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(73) Proprietor: **LYNG ELEKTRONIKK A-S  
N-7125 Vanvikan (NO)**

(72) Inventor: **Sæther, Gustav  
N-7120 Leksvik (NO)**

(74) Representative: **Bayliss, Geoffrey Cyril et al  
BOULT, WADE & TENNANT  
27 Furnival Street  
London EC4A 1PQ (GB)**

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### Description

The present invention relates to an electric motor, more specifically a stepper motor. As a starting point the motor has quite general options for application, but it is particularly constructed with the intent to drive a vehicle without following a course via clutch, gearbox, counter-shaft (possibly a belt drive) and differential. This is achieved by building the stator part of the motor into the drive wheel itself, and by making the rotor part a main part of the wheel rim. In accordance with the desired vehicle power, one or several wheels of this type are mounted. When the motor is to be used for other purposes, the rotor part is appropriately designed on its outside for the application in question.

There is previously known from US patent no. 4,280,072 a motor with some features which exhibit similarity with the present invention. According to the embodiment shown in figs. 9 and 10 of said US patent, an outer rotor part is used which comprises four inside-mounted magnets, each covering an angular range of 90° of the entire circumference. The inside stator part comprises four components which are similar to cog rims, however these components do not comprise circumferentially uniformly distributed flux conducting elements or "fingers". There are two so-called "poles" on each component, each respective pole being divided into three "teeth", and each such pole range covers about 90°. Three "teeth" extend in between three corresponding "teeth" on an oppositely facing component, and a corresponding set of two components are found right next to the first two components, with a 45° shift in relation to the first set.

A serious question must be asked regarding the ability of the above mentioned motor regarding achieving a successively and uniformly increasing rpm from standstill to the desired rotation speed, due to the small number of magnets in the rotor part and the correspondingly small number of "poles" on the stator part, i.e. with only two "pole ranges" on each cog rim-like component. However, it appears from said US patent that the electric machine primarily is a sort of asynchronous generator, so that the motor aspect is a secondary consideration, at least regarding the ability to provide a high torque. In the motor function, said US patent attaches most importance to a smooth and "ripple"-free running. Besides, a main feature of said US patent is that the angle between the "step intervals" in the "poles" on the stator part should not be equal to the angle between the magnet pole centers on the rotor part. This is an unfortunate feature regarding achieving a high torque.

GB-A-1 129 522 discloses another similar prior art stepping motor in which the inside stator part comprises three components only, the middle one of them having tabs bent to both sides.

From British patent application, publication no. 2,211,030 is previously known a stepper motor based upon some of the same principles as the present inven-

tion, but which as a starting point has a reversed construction, i.e. with the rotor placed in center and the stator on the outside. Thus, the motor is not directly usable in the manner mentioned in the first section of this specification. Besides, the construction of the flux-conducting elements in the stator part is more similar to an abandoned development stage of the present invention, with axially inward bent fingers from annular plates conducting flux from the stator coils.

The present invention has as its main object to provide a motor with a high torque. In order to achieve this, the motor comprises those features which appear from the appended patent claims.

The invention shall be illuminated further by first describing the above mentioned abandoned development stage, in order to provide a better understanding of the detailed embodiment example of the present invention, which embodiment example follows thereafter, and it will be referred to the appended drawings, where

- 20 fig. 1 shows an example of a motor wheel in accordance with the previous development stage, in a side view and partially in section,
- 25 fig. 2 shows a cross section through the same motor wheel as appears in fig. 1 along line A-A,
- 30 fig. 3 shows part of the radially outward facing surface of the stator part, with four cog rims, the two cog rims in the middle being mounted together back-to-back,
- 35 fig. 4 shows part of the same cross section as in fig. 2, where one rotor magnet and the outer, bent cog rims right inside, appear in closer detail,
- 40 fig. 5 shows a corresponding picture as fig. 3, however, putting more emphasis on the presumably best geometrical embodiment of cogs/teeth and spacings, and
- 45 fig. 6 is a scheme showing how field change or field reversal is controlled while the motor is operating.

Further, there is shown

- 50 in fig. 7, with a corresponding sketch as in fig. 1, a motor wheel in accordance with the simplest embodiment of the present invention, i.e. an embodiment with two coils in the stator,
- 55 in fig. 8 a cross section through a part of the same motor wheel as in fig. 7, in analogy with fig. 2,
- in figs. 9 and 10 the shape of the flat lamellae which in the present invention compose flux-conducting blocks having T-and T'-shapes,
- fig. 11 shows the lamella blocks arranged in the topographical geometry of the simplest embodiment of the invention, i.e. with two coils, in a view radially from the outside, in analogy with fig. 3,
- fig. 12 shows the arrangement of single magnets in the rotor part in the same two-coil embodiment shown in figs. 7, 8 and 11, and
- fig. 13 shows a field reversal scheme which is anal-

ogous with the scheme shown in fig. 6, for the two-coil embodiment of the present invention.

The motor in accordance with the invention is provided with energy from a current source which via an electrical regulator supplies power to the motor coils, which power is variably controlled both regarding voltage level and frequency. The regulator constitutes per se no part of the present invention, which relates only to the motor itself. However, the motor comprises preferably sensor elements for feedback to the regulator regarding the instant motor condition (speed, rotation direction, position), so that the regulator may adapt the current feed in a correct manner.

In fig. 1 is shown a motor wheel embodiment originally suggested during development toward the invention now present, said original motor wheel embodiment having a stator part comprising three cogged rings 1, 2, 3 (see also fig. 2) connected to a hub 4 via spokes 5. The material in the rings 1, 2, 3 might be iron or some other magnetizable, sintered powder material designed for high frequencies. Between the cogged rings 1, 2, 3, see fig. 2, windings 6 and 7 were mounted coaxially about an annular core 8 which was also coaxially arranged about the wheel hub 4. The rings 1, 2, 3 were mounted in tight engagement with or integrated with the core 8. The core 8 was preferentially made of the same material as the cogged rings 1, 2, 3. The spokes 5 formed a housing for bearing 9 for rotation of the rotor part axle 22. An axle neck 10 worked as an attachment means for the stator part. Bolts were used to keep the stator part together, e.g. in positions indicated by reference numerals 11.

The rotor part consisted in the development embodiment of a wheel rim 12 with inside permanent magnets 13 along the entire circumference. The circumferential width of these magnet areas, which either were constituted by separate permanent magnets or by an alternately magnetized ring, was approximately equal to the distance C between the cogs/teeth, see fig. 3. A tire 23 was mounted on the rim 12.

Each magnet 13 had poles in a radial direction. The magnetic fields from the permanent magnets 13 were supposed to interact with the magnetic fields in the gaps existing between the cogged rings 1, 2, 3 on the stator part, i.e. gaps on the outside (in the radial sense) of the coils 6, 7. As it appears from fig. 5, where the cogs/teeth 17, 18, 19, 20 are designed with a 90° bend as it appears from fig. 4, the development embodiment was constructed so that the cogs were imparted a slanting shape, and in such a manner that opposite cog rims "entered a little into each other", with a small lateral gap. However, the cogs were shifted from one cog rim to another, in such a manner that from the outer left rim to the closest rim, cogs were shifted 1/2 cog period, while the back-to-back mounted cog rims in the middle had a respective cog shift of substantially 1/4 cog period. The shift between the two cog rims on the right was the same as on

the left side, i.e. 1/2 cog period.

The rim 12 was fixed to the axle 22 via a rim plate 14 made of a strong material. The rim plate 14 had slots to let air circulate for cooling the coil winding. The heated air was collected by the end pipe 16, optionally to be used for compartment heating. The rotor part rotated coaxially about the stator, and was as previously mentioned, supported by a bearing via axle 22.

In order to obtain practical use of the construction, i.e. in an electrically powered car, it is necessary that the motor develops a high starting torque. This was achieved in the development embodiment by making the number of permanent magnet poles 13 as large as practically feasible, and by having the number of cogs

on the outer rings 1 and 3 the same as the number of permanent magnet poles of polarity M (or S) cooperating with the stator part. In a practical test embodiment of the development embodiment, 48 permanent magnet areas in an alternately magnetized ring were used.

On the ring 2 which comprised two cog rims, the same number of cogs/teeth were present, as the number of permanent magnet poles of polarity N and S cooperating with the stator part. The mutual locations of cogs on the cog rims appear schematically in fig. 3, which figure shows that the cog width B is about equal to the distance C between cogs, and that the shift between the two central cog rims are B/2. Further, the cogs of the two outer cog rims are arranged so as to point substantially toward cog intervals of the rims on the inside.

When a voltage was supplied to the two coils 6, 7 via supply conductors not shown, a magnetic flux was established through the inside situated core 8 and through rings 1, 2, 3 to cogs 17, 18, 19, 20. By alternating current directions in coils 6, 7 in accordance with a carefully regulated scheme, a force influence on the rotor part was obtained, in such a manner that it moved stepwise. A course of alternations to drive the rotor part forward in one direction, is shown in fig. 6:

Fig. 6 indicates the polarity of each of the cog rims as determined by electrical current direction in the coil therebelow. A start situation is shown at the bottom, with the left rim having polarity N, the next one S, the next rim N and the rim on the right side having polarity S. At a time t<sub>1</sub> the current direction in coil 6 is changed, so that the polarity of the two cog rims on the left change. The two rims on the right remain as before.

At a time t<sub>2</sub> (which is determined by the regulator and which is not necessarily equal to 2t<sub>1</sub>) the current direction in coil 7 is turned around, while coil 6 remains as before. Thus, the polarity is altered for the two cog rims on the right side, while the two rims on the left maintain their polarities.

At a new time t<sub>3</sub> the polarities of the two left side cog rims are alternated, while the two right side rim polarities are maintained, and this operation keeps on and on. The timings for alternations are adjusted for the regulator on the basis of measurements of the position,

speed and rotation direction of the rotor part. The measurements were in the development embodiment made by Hall elements 21 which provided an indication of the instant positioning of the permanent magnets to the regulator control. Thereby it was possible to determine which polarity was desirable for a chosen rotation direction. Further, the Hall elements 21, together with further electronic circuitry would record the rpm. In a vehicle equipped with this type of drive in e.g. both rear wheels, a speed reduction for a wheel in a curve inside will cause a corresponding power supply/frequency increase to occur for the other wheel of the wheel pair, caused by an interplay between the Hall elements and the remaining electrical control means.

By controlling that the electrical current direction is changed in such a manner that the cog magnetization takes a course as explained above in connection with fig. 6, the motor would advance one full step, i.e. the distance from one cog/tooth to next cog on the same cog rim, see the indication "1 step" in fig. 5 and fig. 6.

By repeating this course of alternations at a high rate (adapted to the current wheel rotation speed), the wheel would have a soft start and a uniform travel due to the high number of cogs/teeth and permanent magnets. It will be appreciated that by making alternations in a different consecutive order, the motor would have the opposite rotation direction.

As mentioned above, it would be possible to construct a wider motor, having several intermediate cog rims. The cog shift would then follow a corresponding pattern as the pattern already explained, it being rather simple to visualize that a new cog rim to the right of what is shown in fig. 5, is mounted back-to-back to ring 3 and having 1/4 period shift, with cogs/teeth protruding to the right. Next one mounts on the outside to the right, a new outer right cog rim with teeth shifted further 1/2 teeth period as a termination. Three coils are then used, and coil energizing is then changed in accordance with an extended scheme in relation to the scheme shown in fig. 6. Now, in figs. 7-13 is shown the further development of the motor which constitutes the present invention. In these figures, the same reference numerals as in previous figs. 1-6 are used, to the extent possible. However, the further development of the invention has resulted in some new elements which are shown by means of additional reference numerals.

It turned out during development of the present invention, that it was necessary to provide a different design in order to bring sufficient magnetism forward in "the fingers" or "cogs/teeth" of what has previously been called "cog rims". In the novel construction, the inventor realized that it would be favourable to construct these "fingers" from thin metal sheets having a thickness of preferably about 0,3 mm. Thin sheet metal profiles were stamped out using respectively T and Γ shapes, in accordance with what is shown in figs. 9 and 10. By adding preferentially about 40-50 pieces of such thin metal sheets together as a package, a lamella block 30 of the

type shown in fig. 9 was obtained, respectively a lamella block 35 of the type shown in fig. 10. Each T and Γ consists generally of an upright stem 24, respectively 26, and a top beam 25, respectively 27.

- 5 Instead of the cog rims which were used in the first development embodiment, having shifted cogs from one cog rim to the next, in the present case there are provided circularly arranged rows of radially standing T- and Γ-profiles, such as appears from fig. 7. This figure
- 10 shows the motor wheel in accordance with the invention in a side view, and in one "open" quadrant showing a section in a view along C-C in fig. 8, one can see radially upright stems 24 of the T-profiles 30. On the radial outer end of these stems are located the top beams 25, and circumferentially between these top beams, the top beams 27 of the Γ-profiles 35 are located. (Strictly, these last mentioned top beams are not to be found in said section, since they do not reach all the way to the sectional plane, but they are drawn in the figure for the sake
- 15 of lucidity. There is a gap 34 between the ends of the two Γ top beams which point towards each other.) Between top beams 25 and 27 there is a flux gap 36. The radially upright profile stems 24, 26 engage with their lower ends the annular cores 8.
- 20 25 In fig. 8 appears a view of the motor wheel which is similar to the view presented in fig. 2. Here one attempts to show, by means of different types of shading, that the rotor magnets 13 in the shown cross section has different pole directions. This appears clearly in fig. 12, where
- 30 it is possible to see that in the motor in accordance with the present invention one uses shifted magnet rows in the rotor, i.e. not the same magnet in the axial direction, such as in the first embodiment attempt. In the embodiment shown in fig. 8, namely an embodiment having
- 35 two coils 6, 7 lying on each respective core 8, there are in correspondence with the two coils provided two separate rings of magnets 13, where the magnets are shifted one half width from one ring to the next, see fig. 12. In fig. 8 appears also that the T- and Γ-profiles 30, 35
- 40 are arranged with their top beams in an axially straight configuration, i.e. not any more with circumferentially shifted cogs/teeth from one cog rim to the next in the axial direction, such as in the first embodiment attempt, cp. fig. 3. The configuration in accordance with the invention appears most clearly in fig. 11, where the profile top beams can be viewed radially from the outside. The gap 34 between two Γ top beams 27 facing each other, appears in this figure, and also the important flux gap 36 between two top beams extending in parallel directions. It is the magnetic field in this flux gap which interact with the magnetic field from the single magnet 13 in the outside magnet rings in the rotor.
- 45 50 Further details in fig. 8 which must be mentioned, are in addition to the profiles or lamella blocks 30 and 35, side plates 28 which keep the stator together, which side plates include bearing housing 29 having rotating bearings 9, and which are held together by screws/bolts 11. The motor is attached by means of fixing screws 31.

As an alternative to the Hall-elements mentioned previously in the specification in connection with figs 3 and 4, which elements can also be used in connection with the invention as now present, in fig. 8 is shown an index disk 32 which in cooperation with an opto-coupler 33 is adapted to provide measurement of the rotor position and rotation speed, to provide data for the control electronics. In order that the motor shall move one step as shown in fig. 11, it is necessary that a magnetization course takes place in the profiles or lamella blocks 30, 35 as appears from fig. 13. This course is quite similar with the course indicated in fig. 6, and can be described as follows: In fig. 13 are indicated the pole directions for the two coils, respectively termed left coil and right coil. The polarities are determined by the electric current directions in the coils. A start situation is shown at the bottom, where the left coil is polarized in one direction, i.e. with its south pole toward the right, and the right coil for the moment polarized in the same direction, i.e. with its south pole toward the right. At a time  $t_1$ , the current direction is changed in the left coil, so as to change the pole directions. At this time, i.e.  $t_1$ , no change occurs for the right coil.

At a time  $t_2$  (which is determined by the regulator, and which time is not necessarily equal to  $2t_1$ ), the current direction in the right coil is turned around, while the left coil remains as before. Thus, the pole direction changes for the right coil, while the left coil maintains its pole direction.

At a new time  $t_3$ , the pole direction is changed around again for the left coil, while the pole direction of the right coil is maintained, and this keeps on and on. The times for alternation are adjusted by the regulator on the basis of measurements of the position, speed and rotation direction of the rotor part.

Reference numeral 37 refers to rings having notches on the outside and the inside, for fixation and holding the lamella blocks 30, 35.

The manner of arranging profiles now indicated in accordance with the present invention, makes the magnetic flux in the flux gaps 36 take on a direction which is the same as the rotation direction of the motor, and not substantially in a slanted direction, which was the case in the previous experimental embodiment.

The annular cores 8 below coils 6, 7 consists preferentially of a spun coil of thin sheet metal filling both spaces found between the lower parts of the T- and  $\Gamma$ -profiles.

The operation manner of the motor in accordance with the invention is quite analogous to what has been described above regarding the development embodiment, and need not be repeated. Besides, in the same manner as mentioned in connection with the development embodiment, it is possible to construct a wider motor, having several coils and correspondingly several T-profiles arranged therebetween. On each outside there will always be arranged  $\Gamma$ -profiles with top beams pointing inward. For the rest, T-profiles will be standing be-

tween the coils. The operation manner for energizing the coils will then follow an extended scheme in the same manner as previously mentioned.

An important additional characteristic of the motor here described, is that if used in a vehicle, will be able to charge the batteries when moving downhill, in a reversed working mode, i.e. it is able to work as a generator. Thus, this motor may also be used as a magnetic braking device.

### Claims

1. Electric stepper motor having a stator part and a rotor part of substantially cylindrical shape, said stator part comprising at least two annular coils (6, 7) wound on respective annular cores (8), said cores (8) being arranged in parallel with each other and with a common axis which is the motor axis, said coils (6, 7) being separately fed AC current from an electronically controlled current source to magnetize alternatingly a number of flux-conducting elements (30, 35) comprised by said stator part and positioned successively along the direction of the cylinder circumference to form a series of flux gaps (36) with flux directions along the circumferential direction between the elements, said elements (30, 35) being in engagement with said coil cores (8) to conduct magnetic flux therefrom and toward and through said flux gaps (36), and where said rotor part is constituted by a wheel which is arranged concentrically on the outside of said stator part, said wheel being equipped on its radial inside with magnets (13) for interaction with the magnetic fields of the stator, said magnets (13) having only a small clearance to the radially outer surface of said stator, and being arranged with pole direction pointing radially and with alternatingly north and south pole toward the stator when considering the circumferential direction,

**characterized in that**

a) the flux-conducting elements are generally T- and  $\Gamma$ -shaped profiles (30, 35) arranged with the lower end of each T-profile stem (24) between and engaging two neighbour cores (8) and the lower end of each  $\Gamma$ -profile stem (26) on the outside of and engaging one of the two outer cores (8),

every profile stem (24, 26) extending outward in a radial direction past said coils (6, 7) and being uniformly distributed in circularly arranged rows between and on the axial outside of said coils (6, 7),

the top beams (25, 27) of the T-profiles (30) as well as the  $\Gamma$ -profiles (35) pointing in a direction parallel to said axis, the  $\Gamma$  top

beams (27) pointing toward the opposite axial outside, and each having a radially outer boundary surface lying substantially flush with the outer cylinder surface of the stator cylinder,  
 5 the profile stems (24, 26) being arranged in such a shifted order from one circularly arranged row to the next that each outer coil (6, 7) on its radial outside is covered in equal and uniformly distributed, successive sectors by alternatingly a  $\Gamma$  top beam (27) and a T top beam (25) with a circumferential flux gap (36) therebetween, and in such a manner that each axially inside coil is covered in a corresponding manner by top beams (25) belonging to T-profiles (30) with stems (24) alternatingly on one and the other axial side of the current coil, with the same circumferential flux gap also between these top beams (25),  
 10 and top beams (25, 27) of  $\Gamma$ - and T-profiles (30, 35) pointing toward each other in a direction parallel to said axis, being cut lengthwise to provide axial clearances (34) therebetween,

and that,

b) each magnet (13) in the rotor part has an extent in the circumferential direction which substantially corresponds to the circumferential center distance between two circumferentially neighbouring top beams (25, 27) in the outer cylinder surface of the stator, and lie in a close arrangement to constitute a magnet ring, the same number of such magnet rings as the number of coils (6, 7) in the stator, being provided closely next to each other in a direction parallel to the axis, however, with each successive magnet (13) in the ring shifted in the circumferential direction one half magnet sector in relation to the magnets (13) in the neighbouring ring.

- 2. The electric stepper motor of claim 1, characterized in that each T-profile top beam (25) protrudes axially somewhat beyond the width of the coils (6, 7) on the two neighbour cores (8) adjacent to the stem (24) of said profile, and that each  $\Gamma$ -profile top beam (27) protrudes axially somewhat beyond the width of its adjacent outer coil (6, 7).
- 3. The electric stepper motor of claim 1 or 2, having two coils in the stator part, characterized in that the length of each T-profile top beam (25) defines the axial extent of the stator part, said stator only comprising one single circularly arranged row of T-profile stems and two axially outer, circularly arranged  $\Gamma$ -profile stem rows where

each  $\Gamma$ -profile top beam (27) points directly toward an oppositely arranged  $\Gamma$  top beam (27).

- 4. The electric stepper motor of claim 1 or 2, having three coils in the stator part, characterized in that successive pairs having one  $\Gamma$ - and one T-profile (35, 30) are provided on said stator part in the circumferential direction, the two top beams (27, 25) of a pair pointing right toward each other in the axial direction, the order regarding  $\Gamma$ - and T-profile being reversed for each successive pair, and the axial extent of said stator part being defined by the sum of the length of one T top beam (25) and one  $\Gamma$  top beam (27), plus said clearance (34).
- 5. The electric stepper motor of claim 1 or 2, having four or more coils in the stator part, characterized in that successively arranged, axis-parallel rows of T-profiles (30) are provided on the stator part in the circumferential direction, the T-profiles of each successive row being shifted in relation to the previous row a distance equal to the axial center distance between the coils, and there being provided in every other successive axis-parallel row at one or both outer ends thereof, the top beam (27) of a  $\Gamma$ -profile (35), the axial extent of said stator part being defined by the sum of the lengths of the T top beams (25) plus (a) possible  $\Gamma$  top beam(s) (27) plus clearances (34) therebetween, in one axis-parallel row.
- 6. The electric stepper motor of any of the previous claims, characterized in that the magnets (13) in the rotor part are separate permanent magnets.
- 7. The electric stepper motor of any of claims 1-5, characterized in that the magnets (13) in the rotor part are separately magnetized areas of one magnetizable ring.
- 8. The electric stepper motor of one of the previous claims, characterized in that said T- and  $\Gamma$ -profiles (30, 35), the stator coils (6, 7) and an electronic regulating device are adapted for in cooperation magnetizing the profile top beams (25, 27) in such a manner that the field direction in the flux gaps (36) between circumferentially neighbouring top beams (25, 27) are inverted in axial consecutive order, above every other coil one at a time, thereby to provide a cycle of field direction reversals in the flux gaps (36) successively in one axial direction, said cycle being repeated at a rate which is adapted to the instant rotation speed of the wheel.
- 9. The electric stepper motor of one of the previous

claims,

**characterized** in that Hall-elements (21) signal-wise connected to an electronic regulating device, are adapted for detecting the wheel rotation speed and the positions of the magnets (13), for controlling the magnetic fields of the stator part.

10. The electric stepper motor of one of claims 1-8,  
**characterized** in that said rotor is equipped with an index disk (32) with notches running through at least one opto-coupler (33) connected to an electronic regulating device for detecting the wheel speed and the positions of the magnets (13), for controlling the magnetic fields of said stator part.

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#### Patentansprüche

1. Elektrischer Schrittmotor mit einem Statorteil und einem Rotorteil von im wesentlichen zylindrischer Gestalt, wobei der Statorteil wenigstens zwei um jeweilige ringförmige Kerne (8) gewundene ringförmige Spulen (6, 7) umfaßt, wobei die Kerne (8) parallel zueinander und mit einer die Motorachse bildenden gemeinsamen Achse angeordnet sind, wobei den Spulen (6, 7) gesondert Wechselstrom aus einer elektronisch gesteuerten Stromquelle zugeführt wird, um alternierend eine Anzahl flußleitender Elemente (30, 35) zu magnetisieren, welche der Statorteil aufweist und welche aufeinanderfolgend entlang der Richtung des Zylinderumfangs angeordnet sind, um eine Reihe Flußspalte (36) mit Flußrichtungen entlang der Umfangsrichtung zwischen den Elementen zu bilden, wobei die Elemente (30, 35) mit den Spulenkerne (8) in Eingriff stehen, um magnetischen Fluß von diesen weg und zu den Flußspalten (36) hin und durch diese hindurch zu leiten, und wobei der Rotorteil durch ein Rad gebildet ist, welches an der Außenseite des Statorteils konzentrisch angeordnet ist, wobei das Rad an seiner radial inneren Seite mit Magneten (13) zur Wechselwirkung mit den magnetischen Feldern des Stators versehen ist, wobei die Magnete (13) nur einen kleinen Abstand zu der radial äußeren Fläche des Stators aufweisen und mit radial gerichteter Polrichtung und, in Umfangsrichtung gesehen, mit alternierendem Nord- und Südpol zum Stator hin angeordnet sind, dadurch gekennzeichnet, daß

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a) die flußleitenden Elemente im wesentlichen T- und Γ-förmige Profile (30, 35) sind, welche so angeordnet sind, daß das untere Ende jedes T-Profilshafts (24) zwischen zwei Nachbarkernen (8) angeordnet ist und mit diesen in Eingriff steht und das untere Ende jedes Γ-Profilshafts (26) an der Außenseite eines der beiden äußeren Kerne (8) angeordnet ist und mit diesem in

Eingriff steht,

wobei sich die Profilschäfte (24, 26) jeweils in einer Radialrichtung über die Spulen (6, 7) hinaus erstrecken und in kreisförmig angeordneten Reihen zwischen den Spulen (6, 7) und an deren axial äußeren Seite gleichmäßig verteilt sind, wobei die oberen Balken (25, 27) sowohl der T-Profil (30) als auch der Γ-Profil (35) in eine Richtung parallel zu der Achse weisen, wobei die oberen Γ-Balken (27) zur gegenüberliegenden axial äußeren Seite weisen und jeweils eine radial äußere Begrenzungsfäche aufweisen, welche im wesentlichen bündig mit der äußeren Zylinderfläche des Statorzyinders ist, wobei die Profilschäfte (24, 26) von einer kreisförmig angeordneten Reihe zu der nächsten in einer derart versetzten Reihenfolge angeordnet sind, daß jede äußere Spule (6, 7) an ihrer radial äußeren Seite in gleichen und gleichmäßig verteilten aufeinanderfolgenden Sektoren alternierend durch einen oberen Γ-Balken (27) und einen oberen T-Balken (25) überdeckt ist, wobei ein in Umfangsrichtung sich erstreckender Flußspalt (36) dazwischen besteht, sowie auf solche Weise angeordnet sind, daß jede axial innere Spule auf eine entsprechende Weise durch obere Balken (25) überdeckt ist, welche zu T-Profilen (30) mit Schäften (24) gehören, welche alternierend auf der einen und der anderen axialen Seite der betreffenden Spule angeordnet sind, wobei dieselbe in Umfangsrichtung sich erstreckende Flußspalt auch zwischen diesen oberen Balken (25) vorgesehen ist, und wobei obere Balken (25, 27) von T- und Γ-Profilen (30, 35) in einer Richtung parallel zu der Achse aufeinander zu weisen, wobei sie längs geschnitten sind, um axiale Zwischenräume (34) dazwischen vorzusehen, und daß

b) die Magnete (13) in dem Rotorteil in Umfangsrichtung jeweils eine Ausdehnung aufweisen, welche dem Zentrumsabstand in Umfangsrichtung zwischen zwei in Umfangsrichtung benachbarten oberen Balken (25, 27) in der äußeren Zylinderfläche des Stators im wesentlichen entspricht, und in einer nahe beieinander liegenden Anordnung liegen, um einen Magnetring zu bilden, wobei die der Anzahl der Spulen (6, 7) in dem Stator gleiche Anzahl derartiger Magnetringe in einer Richtung parallel zu der Achse nahe aneinander vorgesehen ist,

- wobei jedoch jeder aufeinanderfolgende Magnet (13) in dem Ring in Umfangsrichtung um einen halben Magnetsектор bezüglich der Magneten (13) des Nachbarrings versetzt ist.
2. Elektrischer Schrittmotor nach Anspruch 1, dadurch gekennzeichnet, daß jeder obere Balken (25) eines T-Profilis axial etwas über die Breite der Spulen (6, 7) an den beiden Nachbarkernen (8) neben dem Schaft (24) des Profils hinausragt und daß jeder obere Balken (27) eines  $\Gamma$ -Profils axial etwas über die Breite seiner benachbarten äußeren Spule (6, 7) hinausragt.
  3. Elektrischer Schrittmotor nach Anspruch 1 oder 2 mit zwei Spulen in dem Statorteil, dadurch gekennzeichnet, daß die Länge jedes oberen Balkens (25) eines T-Profilis die axiale Ausdehnung des Statorteils definiert, wobei der Statorteil nur eine einzige kreisförmig angeordnete Reihe von T-Profilsschäften und zwei axial äußere kreisförmig angeordnete  $\Gamma$ -Profilschäfte reihen aufweist, wobei jeder obere  $\Gamma$ -Balken (27) direkt zu einem gegenüberliegend angeordneten oberen  $\Gamma$ -Balken (27) hinweist.
  4. Elektrischer Schrittmotor nach Anspruch 1 oder 2 mit drei Spulen in dem Statorteil, dadurch gekennzeichnet, daß aufeinanderfolgende Paare mit einem  $\Gamma$ - und einem T-Profil (35, 30) an dem Statorteil in Umfangsrichtung angeordnet sind, wobei die beiden oberen Balken (27, 25) eines Paares in Axialrichtung gerade aufeinander zu weisen, wobei die Reihenfolge hinsichtlich der  $\Gamma$ - und T-Profilen für jedes aufeinanderfolgende Paar umgekehrt ist und die axiale Ausdehnung des Statorteils durch die Summe der Länge eines oberen T-Balkens (25) und eines oberen  $\Gamma$ -Balkens (27) plus dem Zwischenraum (34) definiert ist.
  5. Elektrischer Schrittmotor nach Anspruch 1 oder 2 mit vier oder mehr Spulen in dem Statorteil, dadurch gekennzeichnet, daß in der Umfangsrichtung aufeinanderfolgend angeordnete achsparelle Reihen von T-Profilen (30) an dem Statorteil angeordnet sind, wobei die T-Profilen jeder nachfolgenden Reihe bezüglich der vorhergehenden Reihe um einen Abstand versetzt sind, welcher gleich dem axialen Zentrumsabstand zwischen den Spulen ist, und in jeder zweiten nachfolgenden achsparellen Reihe an einem oder an beiden äußeren Enden von dieser der obere Balken (27) eines  $\Gamma$ -Profils (35) angeordnet ist, wobei die axiale Ausdehnung des Statorteils durch die Summe der Längen der oberen T-Balken (25) plus (einem) möglichen oberen  $\Gamma$ -Balken (27) plus Zwischenräumen (34) zwischen diesen in einer achsparellen Reihe definiert ist.
  6. Elektrischer Schrittmotor nach einem der vorangehenden Ansprüche, dadurch gekennzeichnet, daß die Magnete (13) in dem Rotorteil separate Permanentmagnete sind.
  7. Elektrischer Schrittmotor nach einem der Ansprüche 1 bis 5, dadurch gekennzeichnet, daß die Magnete (13) in dem Rotorteil separat magnetisierte Bereiche eines magnetisierbaren Rings sind.
  8. Elektrischer Schrittmotor nach einem der vorangehenden Ansprüche, dadurch gekennzeichnet, daß die T- und  $\Gamma$ -Profile (30, 35), die Statorspulen (6, 7) und eine elektronische Regeleinrichtung dazu ausgelegt sind, miteinander die oberen Balken (25, 27) der Profile auf solche Weise zu magnetisieren, daß die Feldrichtung in den Flußspalten (36) zwischen in Umfangsrichtung benachbarten oberen Balken (25, 27) in axial aufeinanderfolgender Reihenfolge oberhalb jeder zweiten Spule einzeln invertiert wird, um damit in einer Axialrichtung aufeinanderfolgend einen Zyklus von Feldrichtungsumkehrungen in den Flußspalten (36) vorzusehen, wobei der Zyklus mit einer Frequenz wiederholt wird, welche an die momentane Drehgeschwindigkeit des Rads angepaßt ist.
  9. Elektrischer Schrittmotor nach einem der vorangehenden Ansprüche, dadurch gekennzeichnet, daß mit einer elektronischen Regeleinrichtung signalmäßig verbundene Hall-Elemente (21) dazu ausgelegt sind, die Rad-Drehgeschwindigkeit und die Stellungen der Magnete (13) zu erfassen, um die Magnetfelder des Statorteils zu steuern.
  10. Elektrischer Schrittmotor nach einem der Ansprüche 1 bis 8, dadurch gekennzeichnet, daß der Rotor mit einer Indexscheibe (32) mit Aussparungen versehen ist, welche durch wenigstens einen Optokoppler (33) läuft, welcher mit einer elektronischen Regelvorrichtung verbunden ist, damit die Radgeschwindigkeit und die Stellungen der Magnete (13) erfaßt werden, um die Magnetfelder des Statorteils zu steuern.

#### Revendications

1. Moteur électrique pas à pas comportant une partie de stator et une partie de rotor de forme sensiblement cylindrique, ladite partie de stator comprenant au moins deux bobinages annulaires (6, 7) enroulés sur des noyaux (8) annulaires respectifs, lesdits noyaux (8) étant disposés en parallèle l'un par rapport à l'autre et avec un axe commun qui est l'axe du moteur, lesdits bobinages (6, 7) étant alimentés séparément par du courant alternatif en provenance d'une source de courant commandée de manière électronique pour aimanter de manière alternati-

ve un certain nombre d'éléments (30, 35) de con-  
duction de flux, compris par ladite partie de stator  
et disposés successivement le long de la direction  
circonférentielle du cylindre pour former une série  
d'entrefer (36) de flux avec des directions de flux  
le long de la direction circonférentielle entre les élé-  
ments, lesdits éléments (30, 35) coopérant avec  
lesdits noyaux (8) de bobinage pour acheminer le  
flux magnétique à partir de ceux-ci vers et à travers  
lesdits entrefers (36) de flux, et ladite partie de rotor  
étant constituée par une roue qui est disposée con-  
centriquement à l'extérieur de ladite partie de stator,  
ladite roue étant équipée sur sa partie intérieure ra-  
diale d'aimants (13) destinés à l'interaction avec les  
champs magnétiques du stator, lesdits aimants (13)  
comportant uniquement un petit espace par rapport  
à la surface extérieure radialement dudit stator, et  
étant disposés de telle sorte que la direction polaire  
soit radiale et que les pôles nord et sud alternent  
vers le stator, lorsque l'on considère la direction cir-  
conférentielle,

caractérisé en ce que

a) les éléments d'acheminement du flux ont en  
général des profils (30, 35) en forme de T et de  
Γ, disposées de telle sorte que l'extrémité infé-  
rieure de chaque tige (24) à profil en T soit entre  
deux noyaux voisins (8) et coopère avec ceux-  
ci, et que l'extrémité inférieure de chaque tige (26)  
à profil en Γ soit à l'extérieur de l'un des  
deux noyaux extérieurs (8) et coopère avec ce-  
lui-ci,

chaque tige (24, 26) à profil s'étendant vers  
l'extérieur dans une direction radiale au-  
delà desdits bobinages (6, 7) et étant uni-  
formément répartie dans des rangées dis-  
posées circulairement entre la partie exté-  
rieure axiale desdites bobines (6, 7) et sur  
celle-ci,

les branches supérieures (25, 27) des pro-  
fils en T (30) ainsi que des profils en Γ (35),  
étant dirigées suivant une direction paral-  
lèle audit axe, les branches supérieures du  
Γ (27) étant dirigées vers la partie extérieure  
axiale opposée, et ayant chacune une  
surface limite extérieure radialement af-  
fleurant sensiblement à la surface cylindri-  
que extérieure du cylindre du stator,  
les tiges (24, 26) à profil étant disposées  
dans un ordre décalé, d'une rangée dispo-  
sée circulairement à la suivante, de telle  
sorte que chaque bobinage extérieur (6, 7)  
sur sa partie extérieure radiale est recou-  
vert, en secteurs successifs égaux et uni-  
formément répartis, par alternance d'une  
branche supérieure (27) du Γ et d'une  
branche supérieure du T (25) avec un en-

trefer (36) de flux circonférentiel entre el-  
les, et de manière telle que chaque bobin-  
age intérieur axialement soit recouvert,  
de manière correspondante, par des bran-  
ches supérieures (25) appartenant aux  
profils en T (30) avec des tiges (24) alter-  
nant sur l'un et l'autre côté axial du bobin-  
age de courant, avec également le même  
entrefer de flux circonférentiel entre ces  
branches supérieures (25),  
et des branches supérieures (25, 27) des  
profils en Γ et en T (30, 35) dirigées l'une  
vers l'autre dans une direction parallèle  
audit axe, étant découpées dans le sens  
de la longueur pour obtenir des espaces  
axiaux (34) entre elles,

et en ce que

b) chaque aimant (13) dans la partie de rotor  
possède un prolongement dans la direction cir-  
conférentielle qui correspond sensiblement à la  
distance centrale circonférentielle entre deux  
branches supérieures voisines circonférentiel-  
lement (25, 27) dans la surface cylindrique ex-  
térieure du stator, et est disposé dans un agen-  
cement rapproché pour constituer une bague  
d'aimants, le même nombre de tels bagues  
d'aimants que de bobinages (6, 7) dans le sta-  
tor, étant disposés dans une position rappro-  
chée les unes des autres dans une direction pa-  
rallèle à l'axe, cependant que, chaque aimant  
successif (13) dans la bague est décalé dans  
la direction circonférentielle d'un demi-secteur  
d'aimant, par rapport aux aimants (13) de la ba-  
gue voisine.

2. Moteur électrique pas à pas selon la revendication 1,  
caractérisé en ce que chaque branche supé-  
rieure (25) de profil en T fait saillie axialement un  
peu au-delà de la largeur des bobinages (6, 7) sur  
les deux noyaux voisins (8) adjacents à la tige (24)  
dudit profil, et en ce que chaque branche supérieure  
(27) de profil en Γ fait saillie axialement un peu au-  
delà de la largeur de son bobinage extérieur adja-  
cent (6, 7).
3. Moteur électrique pas à pas selon la revendication  
1 ou 2, comportant deux bobinages dans la partie  
de stator,  
caractérisé en ce que la longueur de chaque  
branche supérieure (25) de profil en T définit l'éten-  
due axiale de la partie de stator, ledit stator com-  
prenant uniquement une seule rangée disposée cir-  
culairement de tiges à profil en T et deux rangées  
extérieures axialement, disposées circulairement,  
de profil en Γ, chaque branche supérieure (27) de  
profil en Γ étant dirigée directement vers une bran-

- che supérieure (27) de profil en  $\Gamma$  qui est disposée à l'opposé.
4. Moteur électrique pas à pas selon la revendication 1 ou 2, comportant trois bobinages dans la partie de stator,  
 caractérisé en ce que des paires successives ayant un profil en  $\Gamma$  et un profil en T (35, 30) sont disposées sur ladite partie de stator dans la direction circonférentielle, les deux branches supérieures (27, 25) d'une paire étant dirigées directement l'une vers l'autre dans la direction axiale, l'ordre concernant le profil en  $\Gamma$  et en T étant inversé pour chaque paire successive, et l'étendue axiale de ladite partie de stator étant définie par la somme de la longueur d'une branche supérieure de T (25) et d'une branche supérieure de  $\Gamma$  (27), plus ledit espace (34).
5. Moteur électrique pas à pas selon la revendication 1 ou 2, comportant quatre bobinages ou davantage dans la partie de stator,  
 caractérisé en ce que des rangées parallèles à l'axe, disposées successivement, de profils en T (30), sont disposées sur la partie de stator dans la direction circonférentielle, les profils en T de chaque rangée successive étant décalés par rapport à la rangée précédente d'une distance égale à la distance centrale axiale entre les bobinages, et il est disposé, dans chacune des autres rangées successives parallèles à l'axe, à l'une ou aux deux extrémités extérieures de celles-ci, la branche supérieure (27) d'un profil en  $\Gamma$  (35), l'étendue axiale de ladite partie de stator étant définie par la somme des longueurs des branches supérieures de T (25) et (a) de la ou des branche(s) supérieure(s) de  $\Gamma$  possible(s) (27) et des espaces (34) entre elles, dans une rangée parallèle à l'axe.
6. Moteur électrique pas à pas selon l'une quelconque des revendications précédentes, caractérisé en ce que les aimants (13) situés dans la partie de rotor sont des aimants permanents séparés.
7. Moteur électrique pas à pas selon l'une quelconque des revendications 1-5, caractérisé en ce que les aimants (13) situés dans la partie de rotor sont des zones aimantées séparément d'une bague aimantable.
8. Moteur électrique pas à pas selon l'une des revendications précédentes, caractérisé en ce que lesdits profils en T et en  $\Gamma$  (30, 35), les bobinages (6, 7) de stator et un dispositif de régulation électronique, sont adaptés pour magnétiser en coopération les branches supérieures (25, 27) des profils, de manière que les directions du champ dans les entrefers (36) de flux entre des branches supérieures (25, 27) voisines circonférentiellement, soient inversées suivant un ordre consécutif axial, au-dessus de chaque autre bobinage, à raison d'un à la fois, afin d'obtenir un cycle d'inversions de la direction du champ dans les entrefers (36) de flux, successivement dans une direction axiale, ledit cycle étant répété à une cadence qui est adaptée à la vitesse de rotation instantanée de la roue.
9. Moteur électrique pas à pas selon l'une des revendications précédentes, caractérisé en ce que des éléments (21) à effet Hall, connectés par signaux à un dispositif de régulation électronique, sont aptes à détecter la vitesse de rotation de la roue et les positions des aimants (13), pour commander les champs magnétiques de la partie de stator.
10. Moteur électrique pas à pas selon l'une des revendications 1-8, caractérisé en ce que ledit rotor est équipé d'un disque (32) à index avec des entailles passant au moins par un coupleur optique (33) connecté à un dispositif de régulation électronique pour détecter la vitesse de la roue et les positions des aimants (13), afin de commander les champs magnétiques de ladite partie de stator.

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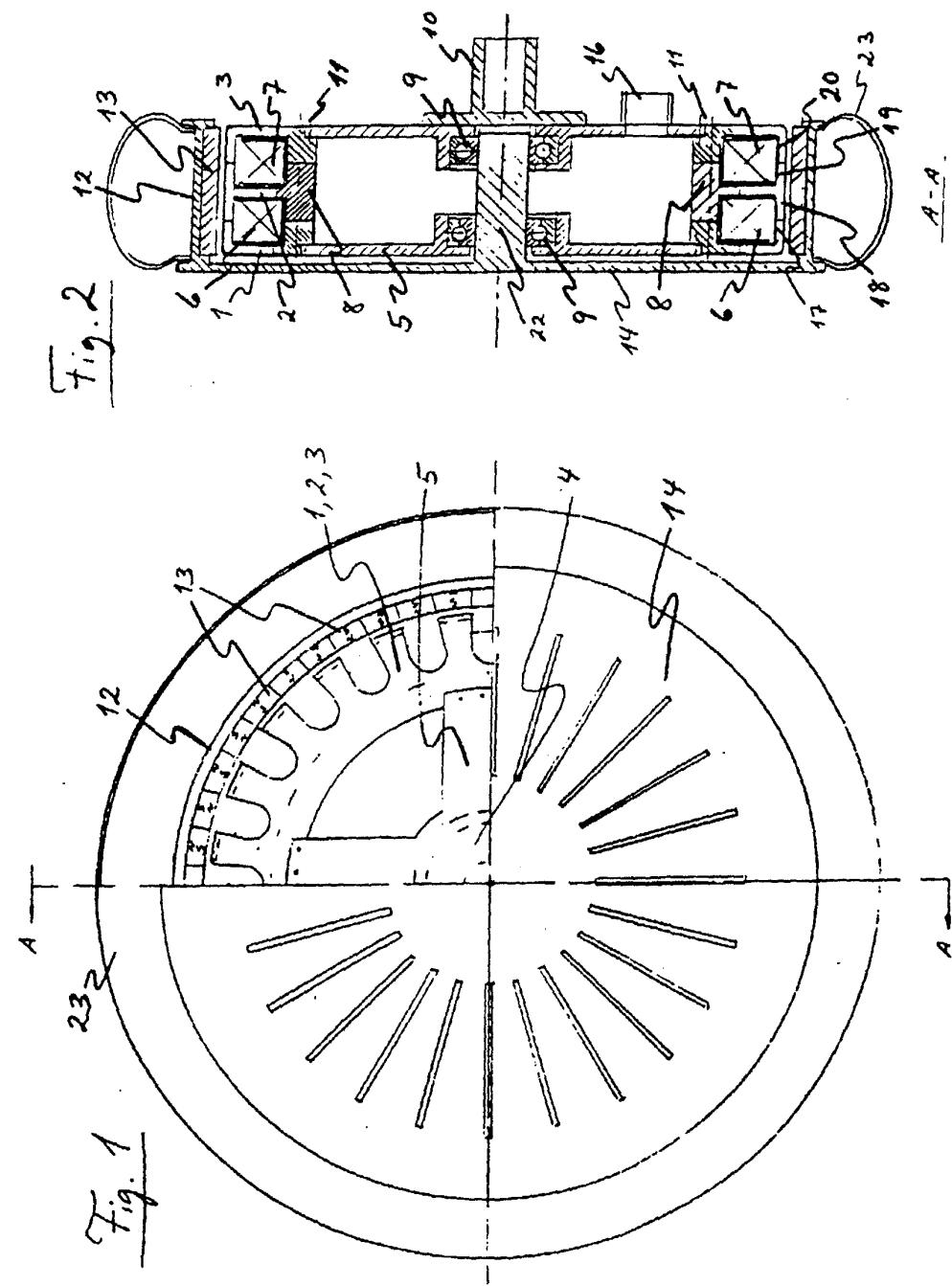


Fig. 3

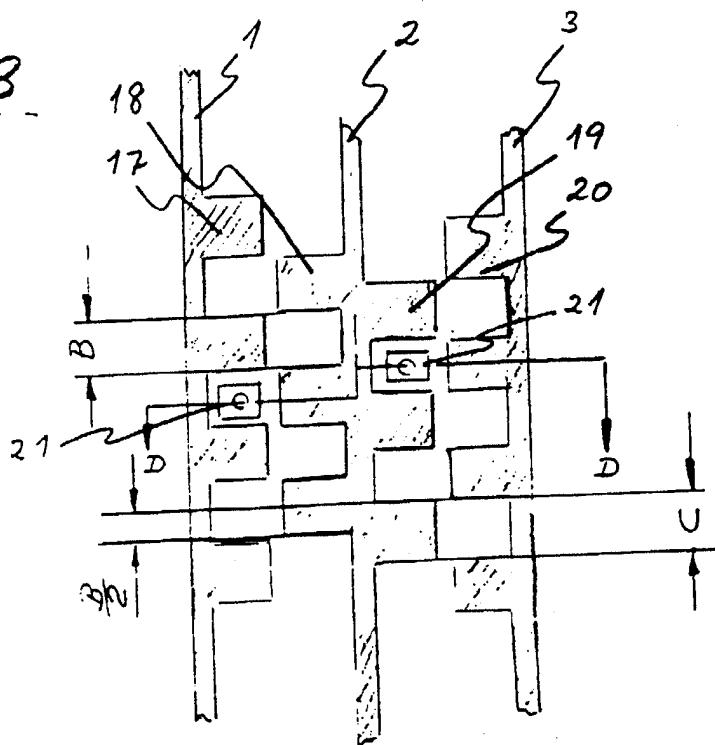
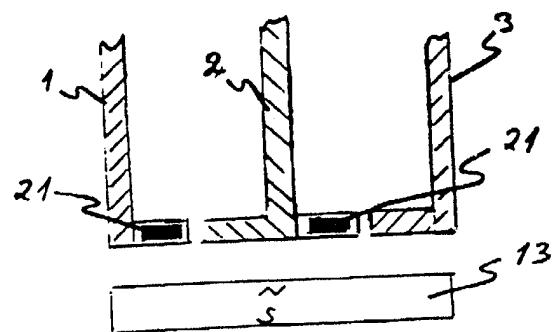
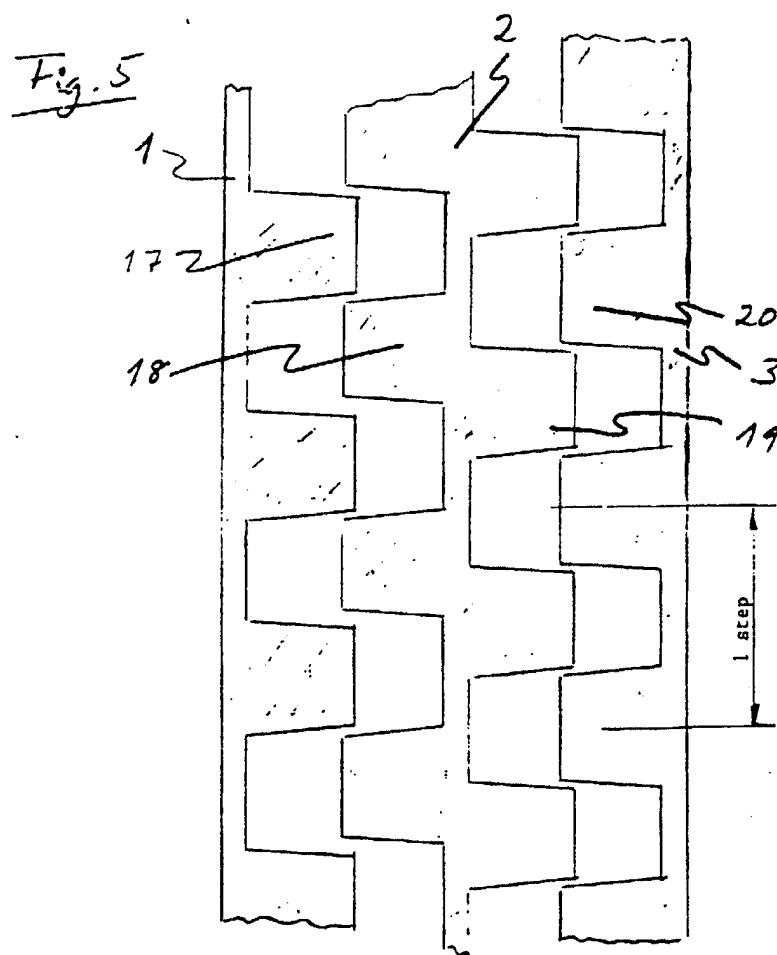
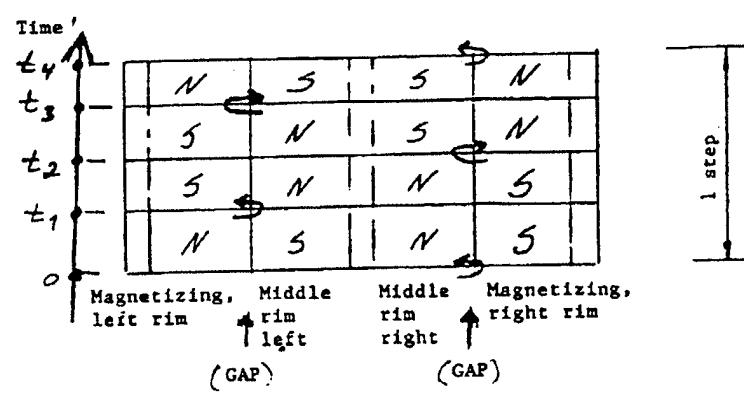


Fig. 4



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Fig. 6

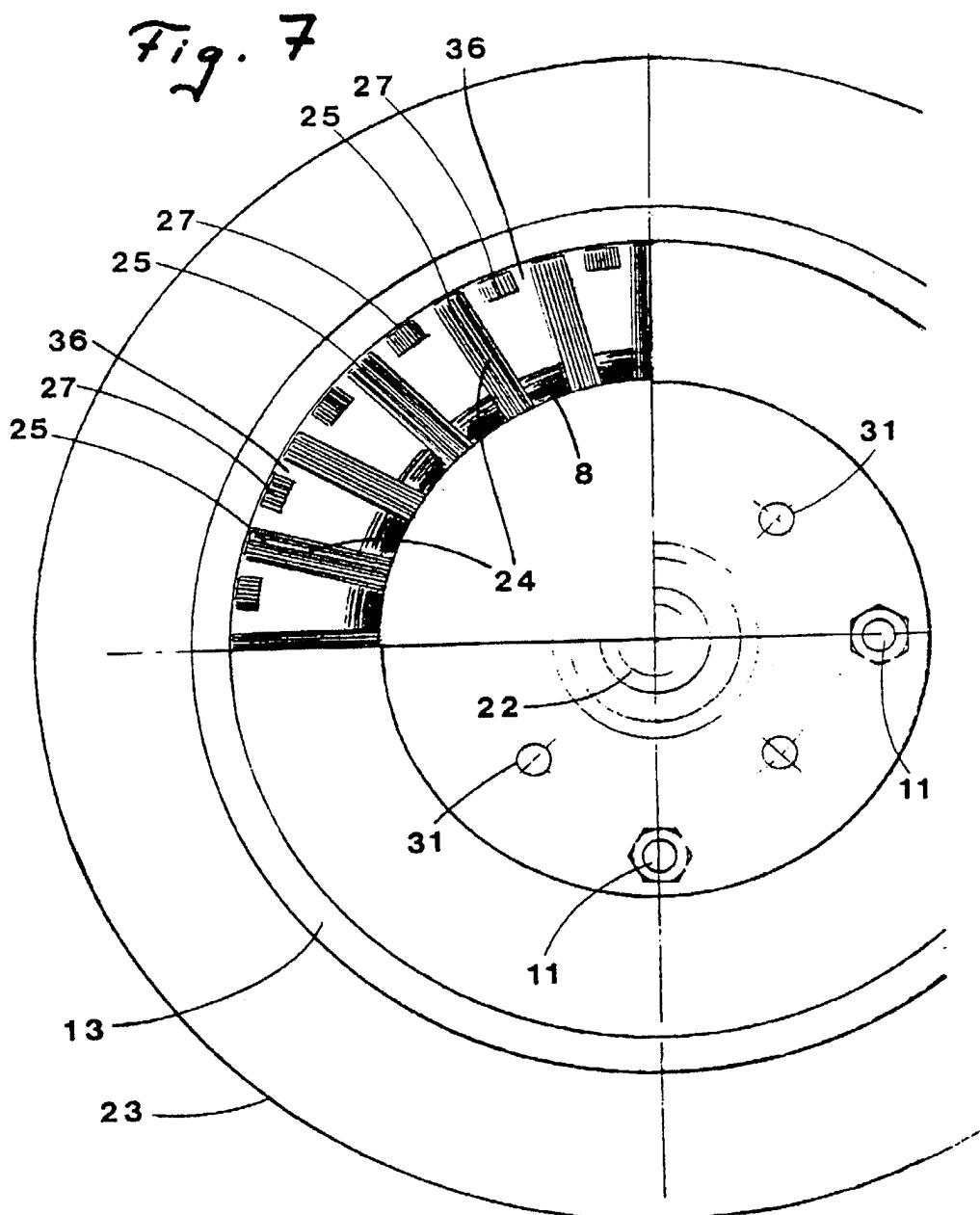
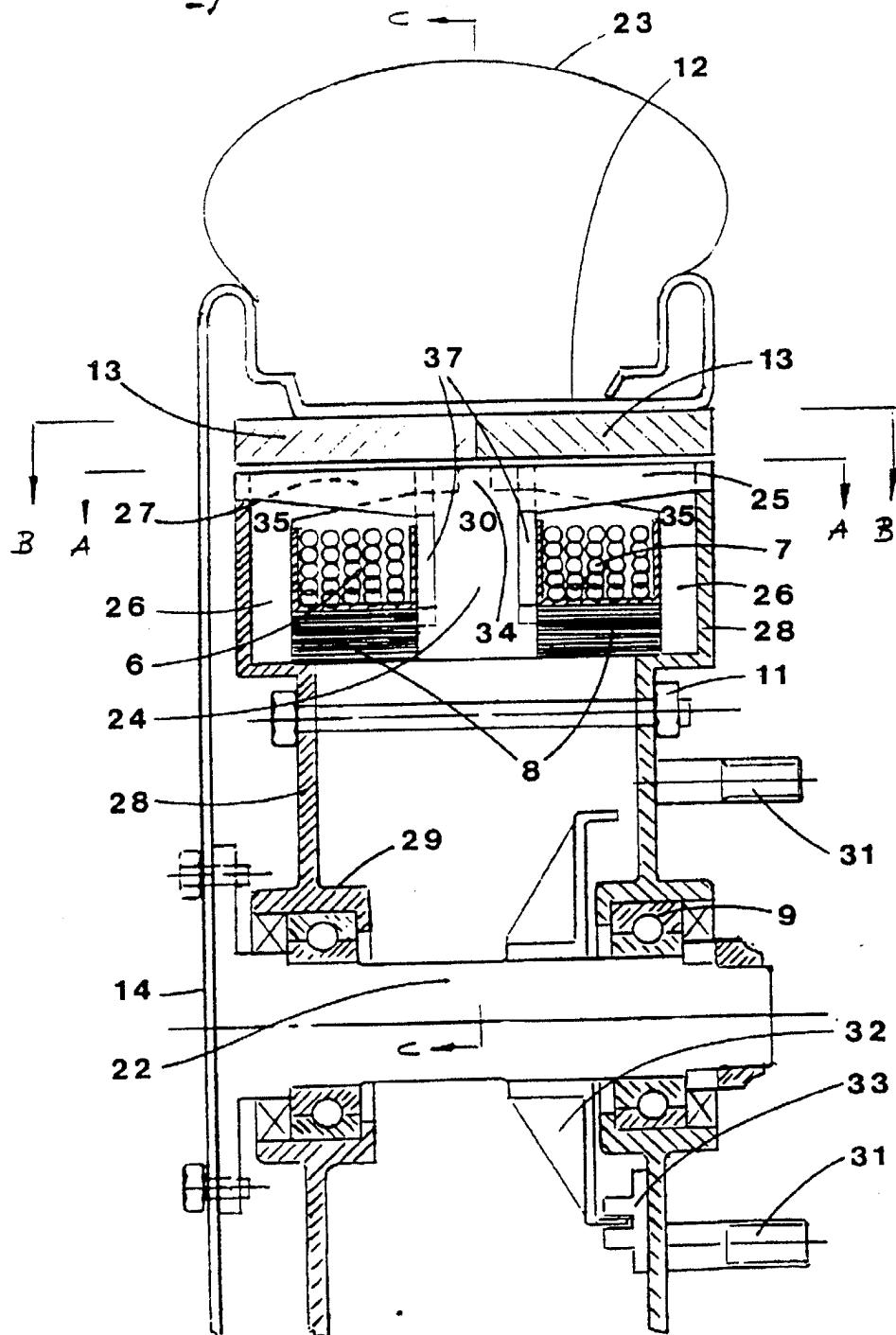
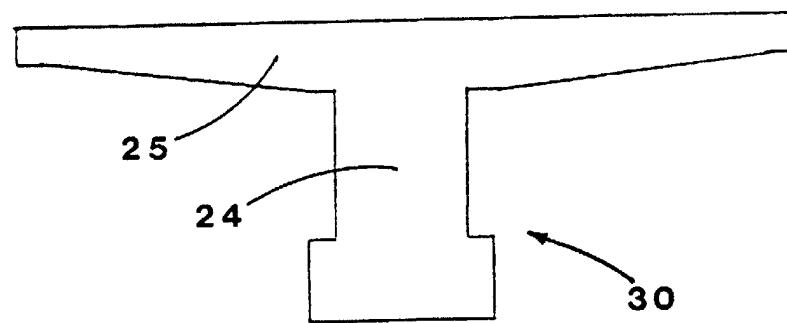


Fig. 8



*Fig. 9*



*Fig. 10*

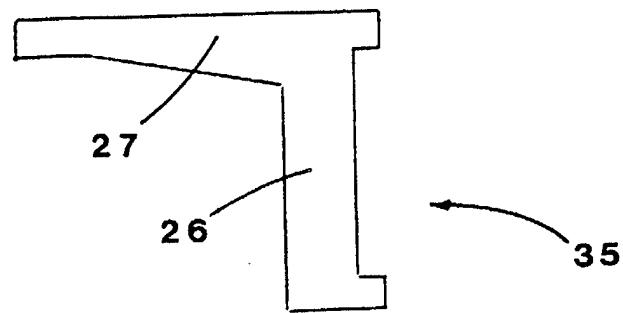
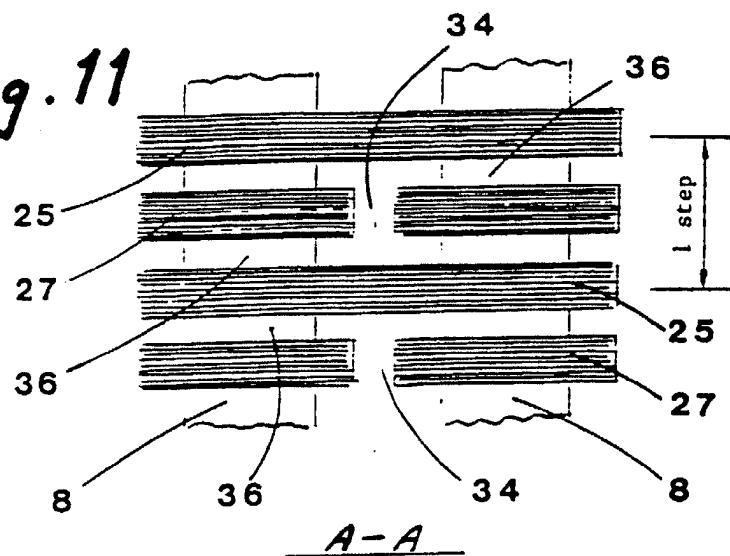
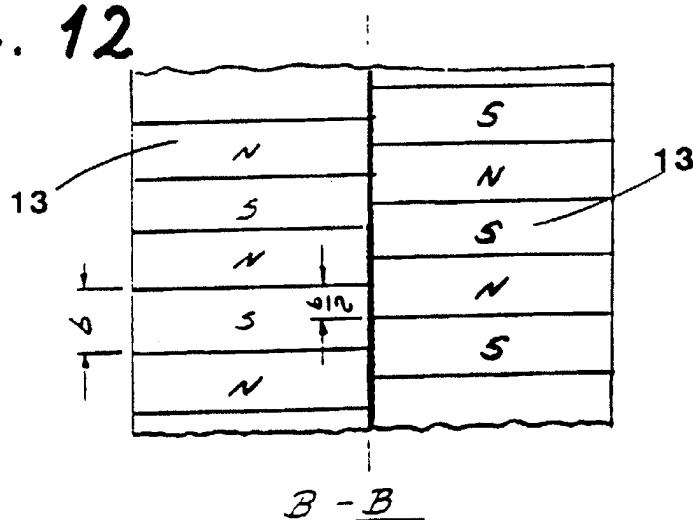


Fig. 11Fig. 12Fig. 13